

Intimation.

Powell's

Furnishing
DepartmentALEXANDRA
BUILDINGS.
(FIRST FLOOR)UPHOLSTERED
CHESTERFIELDS,
SETTEES,
FIXED OR DROP
ENDS,
STUFF-OVER
EASY CHAIRS
in a variety of styles,

IN STOCK

ready for covering in
any tapestry which may
be chosen, or in loose
washing covers.

BEDROOM . . .

FURNITURE . . .

A Quantity of full
Suites always ready for
delivery in various fin-
ishes.BEDROOM CHAIRS,
TABLES.

AND

LOUNGES

"EN SUITE"

BEDSTEADS,
WIRE MATTRESSES,
HAIR AND FIBRE
MATTRESSES,
UPHOLSTEREDBOX-SPRINGS
AND

BED LINEN

OF

Every Description.

Hongkong, 20th February, 1910.

Notice of Firm.

CHARGEURS REUNIS.

BY Mutual Agreement between the Com-
pagnie des Messageries Maritimes and
the Compagnie des Chargeurs Réunis, the
HONGKONG AGENCY of the CHARGEURS
REUNIS will, from the 1st January, 1910, be
transferred to Messrs. P. A. LAPICQUE &
CO. (Queen's Building No. 4).CHARGEURS REUNIS,
P. A. LAPICQUE & Co.,
Messageries Maritimes,
P. THOMAS,
Agent.

Hongkong, 19th December, 1909. [876]

Consignees.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "DACRE CASTLE."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the Wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 16th instant, will be
subject to rent.All Claims against the Steamer must be
presented to the Undersigned on or before the
19th prox., or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 25th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 19th February, 1910. [195]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE."

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and West
Point Godowns, whence delivery may be
obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 2nd of March will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 2nd of March, at 9.30 A.M.All claims must reach us before the 6th of
March, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 13rd February, 1910. [17]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship

"HAKATA MARU"

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that their
Goods are being landed and placed at their
risk in the Hongkong and Kowloon Wharf and
Godown Company's Godown at Kowloon,
where each consignment will be sorted out
marked by mark and delivery can be obtained as
soon as the Goods are landed.Coke, Scrap Iron, or other similar natured
goods are to be taken immediate delivery ex-
cepting otherwise they will be landed into the
same Company's Godowns at owner's risk and
expense.Optional Goods will be carried on unless
instructions are given to the contrary before
Noon, TO-DAY.Goods not cleared by the 3rd March will
be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the
Godowns for examination by the Consignees and
the Co's representatives at an appointed
hour. All claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognized. No
claims will be admitted after the goods have
left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 24th February, 1910. [5]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE,"
FROM ANTWERP, MIDDLESBROUGH,
LONDON AND STRAITS.CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery
may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 3rd prox., will be sub-
ject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
10th prox., or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd prox., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 24th February, 1910. [306]

A JOURNEY IN YUNNAN.

BRITISH OFFICIAL TRAVELS THROUGH
"OPIMUM DISTRICT."In the recently issued Parliamentary paper
on opium in China, there is a report of a
journey into the opium districts of South-West
Yunnan by Mr. C. A. W. Rose, acting British
Consul at Tengyueh, who says: On April 22,
1909, I left Tengyueh to make a flying
tour round the districts. In the neighbour-
hood of Tengyueh, the territory under
the jurisdiction of the I-Hai Tsaotai is
estimated to produce 45 per cent. of the total
opium crops of the province of Yunnan. The
routes taken by myself and two Chinese assist-
ants passed through the tracts which in the
past have proved most favourable to the growth
of the poppy. Leaving Tengyueh in a due
easterly direction, I followed the main road for
three days, then branched off on to a bridge
path leading south-east in the direction of
Shunning-fu; thence I turned north and
reached Tali-fu by way of Meng-hua Tien,
returning to my post through Yung-chang-fu.

OPIMUM CENTRES.

In dealing with the production of opium this
circuit may be divided into two distinct spheres,
the first comprising the districts under the
direct control of the Chinese territorial officials,
the second consisting of the frontier regions
under the rule of the Shan Sawbwas, including
the fertile, low-lying valleys, and the Kachin
hills, for which the Sawbwas are nominally re-
sponsible. It was generally admitted that the
Shan valleys were still under opium crops this
season, and I therefore decided to send a Chi-
nese assistant to get any possible information in
this direction, whilst proceeding myself to the
east of the circuit, where the Tsaotai claimed
that the preventive work had been successfully
carried out. My route was chosen through
the greatest producing areas of the district
and timed just before the opium harvest.
Speaking generally, the work of prevention
inaugurated by his Excellency Hsi Liang,
governor-general at Yunnan-fu, has been car-
ried out in the Chinese sphere with vigour and
success. It was naturally impossible to pene-
trate into the remoter regions during the short
period at my disposal, but, by careful inquiry
and by watching the local markets for the drug,
it has been possible to gain a fair estimate of
the conditions of the present season. From
the high passes of these districts can be obtained
a broad view of the surrounding country,
and the unmistakable colour of the poppy
crops may be detected from a considerable
distance when they exist to any extent. In
the course of my journey, however, I did not
see a single head of poppy, and the only evi-
dence of cultivation was in the straggling
flowers, which were freely scattered over the
fields and were evidently the few survivors
after the crops had been uprooted by order of
the officials.

SUBSTITUTES FOR THE OPIMUM CROPS.

If, the higher provincial authorities con-
tinue their crusade against the poppy harvest,
it becomes an urgent necessity to find some
substitute which will profitably replace the
winter crops of south-west Yunnan. Numer-
ous plantations of mulberry trees have been
made, and silkworms' eggs have been sent from
Yunnan-fu to the district cities in the hope
of stimulating a local silk industry. Wheat,
beans, peas, potatoes, hemp, and maize have
been sown in various parts, but the season has
proved unusually dry, and the wheat in most
parts has given poor return. There is at present
a cheap and abundant food supply in the districts,
and the real need of the farmers is some crop,
which can be exported to provide them with
the silver with which to pay for their im-
ports. The sudden attempt at the total pro-
hibition of opium has produced an economical
crisis in the frontier country, the full effect
of which it is impossible as yet to realize. In 1902
it was estimated that 220,000 taels worth of
opium was sold at Hsia-kuan. This year I visited
the exchange, a fine old inn in the centre of
the town, on the day before the annual fair at
Tali-fu, the time at which the local opium
would ordinarily pass into the hands of the
Cantonese and Huananese buyers; the exchange
was deserted and festoons of cobwebs hung
over the doors of the inn, which had been the
most famous and prosperous throughout the
district.

CONCLUSIONS.

In conclusion, it impressed me in travelling
through the country, that the governor-general
undertook a difficult and dangerous task when
he resolved to rid Yunnan of opium in two
years, instead of effecting a gradual reduction,
which would have given opportunities to the
farmers gradually to replace their crops and
possibly to meet some new demand. One can
sympathize with him in the contention that ten
years is a long period involving many changes,
and that half measures effect nothing in China;
but, whilst he has achieved a great success
in ridding large areas of the poppy, he has
aroused a bitter opposition to the anti-opium
measures, and has reduced the west of the
province to a state of poverty which must
have a marked effect on the trade of the
next few years. Opium is the only product
of the country for which there is at pre-
sent any considerable outside market, and
without opium there is no influx of silver
with which to purchase the raw cotton and
yarn which is our principal import, and on
which the people depend for their clothes.
Thousands of farmers have been suddenly
deprived of their main winter's crop, and the
fact we have escaped serious trouble bears the
highest tribute to the law-abiding qualities of
the people of Yunnan. One other point struck
me as worthy of comment in reviewing the
progress that has been made in dealing with
the opium crops. I refer to the wonderful
power which can be wielded by a sincere and
effective Imperial decree even in the most
inaccessible circuit of this remote province of
the Empire.

UNEXPLORED ARABIA.

TRAVELLERS' ADVENTURES WITH "WILD
BEDOUIN."Mr. Douglas Carruthers gave an interesting
account of a journey in North-Western Arabia
to the members of the Royal Geographical
Society on the 24th ult. During the past quar-
ter of a century, he remarked, our knowledge
of the interior of Arabia had not been increased
in any way.Although Arabia still possessed the largest
tract of unknown country in the world, it had
been neglected by travellers, and its exploration
had been at a standstill for a long period. In
January, 1909, the speaker obtained funds to
enable him to plan an expedition in search of
rare animals that inhabited the northern fron-
tiers of Arabia, and he determined to visit the
oasis of Teima, because it had not been entered
by a European for 26 years.

LIVING BY ROBBERY.

While looking for camels to purchase, he
spent some time in a large Bedouin camp,
and witnessed an attack on it by a raiding
party. His comment was, "As of old, the
Bedouin's hand is against every man's." They
are daring robbers, and think nothing of
killing if caught to be gained thereby. They
have, indeed, reduced robbery to an art, and
their one alleviation from the full monotony of
life is systematic robbery.These desert-rangers correspond exactly to
the polite-highwaymen of our own English
high-roads of a hundred years ago. They are
always spoiling for a fight, and the young
Bedouin, who are at all ambitious, find this
their only means of becoming powerful.Mr. Carruthers stated that whilst travelling
across the desert he and his guide never saw
any signs of human beings for six days, but
that the region was crossed and recrossed at
certain seasons by a large number of Bedouin
was evident from the well-defined tracks that
marked the desert.As an instance of the immensity of the land,
and the ease with which one could lose one's
self, he mentioned that he had to travel a
whole day's journey without in the least know-
ing where he was until the guide could pick up
his bearings.

STAND AND DELIVER.

While watering the camels at a well the
speaker and his companion were called upon to
"Stand and deliver!" by four Bedouin. He
was on the point of firing when the guide
recognized his own tribesmen, whom the next
minute he (the guide) was kissing. Had Mr.
Carruthers not had a man of that tribe with
him there would have been a fight, and he
would probably have lost his camels and been
left stranded in the desert.An ominous number of graves dotted the
ground around the well, showing where others
had been less fortunate. He eventually reached
Teima, and remained there for five days on
friendly terms with the inhabitants despite
daily warnings from the governor to quit.
Finally, the governor's attitude became very
threatening, and the speaker escaped by night.
The chief sight in Teima was the great
well-pit, which was of such a size and had
such a great flow of water that 90 camels
could draw water at once. As a result of his
capture by a raiding party, Mr. Carruthers
made an interesting discovery.

DECAYED TRADE ROUTES.

The well, he said, "called Bayer, where
the robbers were encamped, is situated in the
upper part of Wadi Bayers, some 55 miles east-
north-east of the oasis of Maan. Now, this is
on the line of the supposed ancient trade route
between Egypt and Burma, and, as proof of such
a route having existed, I found at this very well
the ruined remains of a large khan, or caravan-
sary. Such a building as this, far away out
in the sterile desert, must denote an ancient
prosperity which has long disappeared. With
the decay of Babylonia and the desola-
tion of Northern Arabia, the trade routes
naturally fell into disuse. Even the great
trade centre of Petra is deserted, and Gerra,
the terminus on the Persian Gulf, is nothing
but a name. Small wonder, then, that the
wayside stations have fallen into oblivion."

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
from The Registrar, Supreme Court,
to sell byPUBLIC AUCTION,
TO-MORROW,the 26th February, 1910, at 11 A.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,

THE EFFECTS

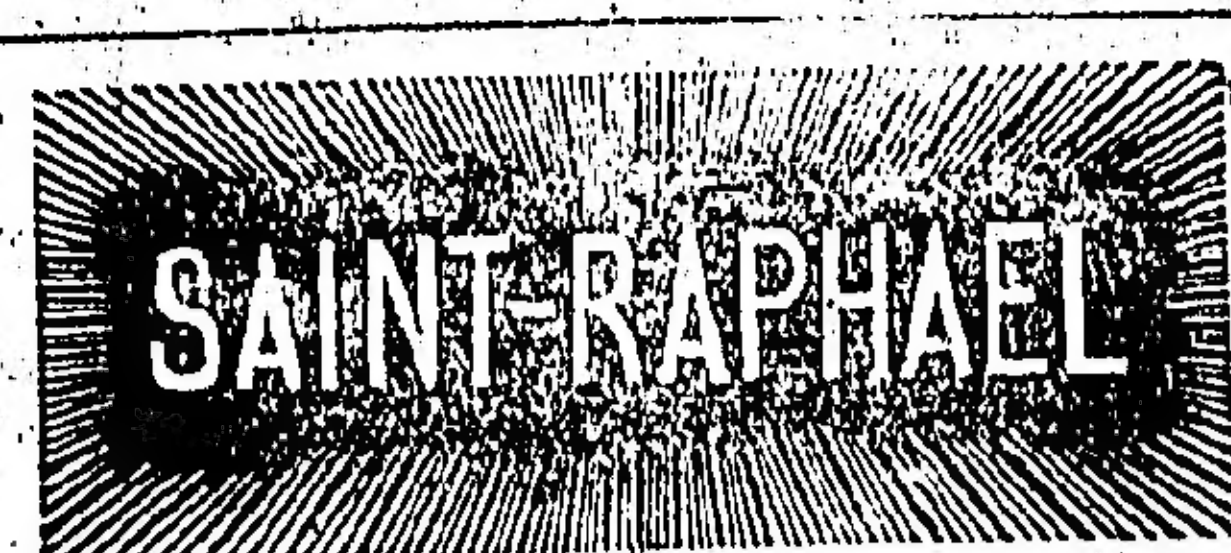
of the late Mr. ERICH GEORGE,
Comprising—
A Quantity of VALUABLE BOOKS,
FURNITURE, CLOTHING,
&c., &c., &c.A Quantity of MASONIC REGALIA.
TERMS: As Usual.HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 25th February, 1910. [205]THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Transacted by
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 19th March, 1910. [41]

Intimations.

TONIO, RESTORATIVE, DIGESTIVE WINE
Very palatable.Known throughout the world and prescribed in all cases of
Anemia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS

is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-Franco).
CALDECK MACLEOD & Co., Hongkong.

NOTICE.

NOTICE is hereby given that a BILL OF
EXCHANGE No. 5445 dated the 4th
November, 1909, drawn by the Hui Tak Bank
of Shanghai, China, on the Hui Tak Bank of
Canton, China, for \$40,000.00 (Forty Thousand Dollars)
payable to days after sight has been LOST
and a New Bill of Exchange No. 548 dated
the 27th November, 1909, for a similar amount
payable one day after sight in lieu of it has
since been issued and duly honoured and that
no transaction taking place under such original
Bill of Exchange No. 5445 will be recognized
by the undersigned or by any of the parties to
such Bill.Dated the 24th February, 1910.
THE YOKOHAMA SPECIE BANK,
LIMITED. [203]

JOURNALIST WANTED.

EUROPEAN SUB-EDITOR and CHIEF
REPORTER for the "Times of Malaya"
Ipoh, Perak, Federated Malay States. Ap-
plicant must be able to write shorthand, be
steady, young and single. Apply, stating
salary expected and qualifications, toJACK JENNINGS,
Managing Editor,
Times of Malaya, Press, Ltd.,
Ipoh, Perak.
[189]

"SOLIGNUM."

A PERFECT preservative stain for Wood
Stains, and Brickwork.It protects against Decay, Fungus, Dry
Rot, the Ravages of Insects and Vermin
(especially the white ant) and the action of the
weather."Solignum" really does what is claimed
for it, as may be seen from the testi-
monials of the Governments of India, the
Sudan, &c.In Drums and Barrels of various colours.
Prospectus and all further information
fromSIEMSEN & CO.,
(Machinery Dept.) Hongkong,
Sole Agents.
Hongkong, 7th December, 1909. [142]F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERSSOLE AGENTS FOR
HARTMANN'S RAHTJENS' GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LACONCHES,
&c., &c., &c.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P & O SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 19th March, 1910. [39]

PABST EXTRACT.

THE best TONIC for keeping in perfect
health in the Tropics.It is a liquid food in predigested form; con-
taining all the bracing, soothing and toning
effects of the choicest hops. Nearly Non-
alcoholic.Highly recommended by the local medical
profession in cases of Debility after Malaria,
from overwork or other causes, Anemia,
Nervousness or Dyspepsia. Samples on
application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of
120 bottles. In view of the arrival of the
American fleet in a few days, please order
early, as our stock is limited.SIEMSEN & CO.,
Agents.

Hongkong, 19th December, 1909. [40]

Public Companies

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-NINTH ORDINARY
MEETING OF SHARE-
HOLDERS will be held at the Office of the
General Managers at 12.30 P.M. TO-MORROW,
the 10th instant, to receive a Statement of
the Company's Account to 31st December,
1909, and the Report of the General Managers.
The TRANSFER BOOKS of the Company
will be CLOSED from the 16th inst. to 25th
instant, both days inclusive.JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, 25th February, 1910. [176]HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIRST ORDINARY
MEETING OF SHAREHOLDERS
will be held at the Offices of the undersigned
at 12 o'clock (noon) on WEDNESDAY, the
9th March.The TRANSFER BOOKS of the Company
will be CLOSED from 23rd inst. to the 9th
proximo, both days inclusive.JARDINE, MATHESON & Co., LTD.,
General Managers,
Hongkong Fire Insurance Company,
Limited.
Hongkong, 15th February, 1910. [188]THE CHINA FIRE INSURANCE
COMPANY, LIMITED.THE FORTY-FIRST MEETING of
SHAREHOLDERS in the Company
will be held at the COMPANY'S OFFICE,
No. 2, Queen's Road Central, Victoria,
on THURSDAY, the 10th March, 1910, at 12
o'clock Noon, for the purpose of receiving a
Statement of Accounts and the Report of the
Directors for the Year ending 31st December,
1909.The TRANSFER BOOKS of the Company
will be CLOSED from 25th February to 10th
March, both days inclusive.By Order,
H. F. HICKMAN,
Acting Secretary.
Hongkong, 17th February, 1910. [188]HONGKONG AND SHANGHAI BANK-
ING CORPORATION.THE DIVIDEND DECLARED for the Half
Year ending 31st December, 1909, at the
rate of TWO POUNDS STERLING together with
a Bonus of FIVE SHILLINGS STRAIGHT on
Share of \$100 is payable on and after MON-
DAY, the 21st day of February, Current, at the
Office of the Corporation, WHERE SHARE-
HOLDERS ARE REQUESTED TO APPLY FOR
WARRANTS.By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 19th February, 1910. [105]

Intimations.

NOTICE.

MR. LI HON FAN, a Chinese graduate
versed in literature, has been a teacher
to European officials and merchants in this
Colony for over ten years.He has a good method of training Euro-
peans to pass in the Chinese examination, and
is possessed of a first rate certificate as a
Chinese teacher. He has also a good know-
ledge of Mandarin.Those who intend learning the Chinese
language are requested to write case of
Hongkong Telegraph office or direct to 37,
Hollywood Road, and floor.
Hongkong, 3rd January, 1910. [71]

KWONG FUNG YUEN.

HEAD OFFICE—No. 83, Des Voeux Road West.
TIMBER YARDS—Kennedy Town.TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORSTO
H.B.M. Naval and Military
Authorities.HAVE always on hand large stock of
American Fir, Douglas Fir, Oregon
Pine, Teak, Yacal, Hardwoods, Oregon Spar,
Chinese Spar, Chinese Pine of all descriptions.
Inspection invited to the Yards.Best Terms.
Quick delivery.LEUNG TAI,
Managing Director.

Hongkong, 19th January, 1910. [117]

Intimation.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1842.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

Watson's
HYGIENOL,

AND

BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teaspoonful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE

Price per Pint.....50 cents
" " Gallon.....\$2.00

A. S. WATSON & CO.,
LIMITED,HONGKONG DISPENSARY
and
KOWLOON DISPENSARY.
Hongkong, 2nd February, 1910.

The Hongkong Telegraph

HONGKONG, FRIDAY, FEBRUARY 25, 1910.

POOR LAW BLUNDERING.

Some extraordinary stories of pauperism in England seventy years ago, which have been unearthed by Prof. Smart, are given in a volume of the memoranda submitted to the recent Poor Law Commission by individual members, which was issued last month. Prof. Smart's review of the report of the Poor Law Commission of 1832 provides some of the most interesting. One form of outrelief to the able-bodied, he says, took the form of exemption from rates. This led to great speculation in building small tenements of the worst type which yielded the owner a rent heightened by the exemption. In a great number of cases the parish pauper's rent was paid out of the parish fund. Paupers thus became a very desirable class of tenants. For instance, one person obtained to cottages from a landlord at a yearly rental of £18, and let them separately for £50—mostly to paupers. Another astonishing kind of relief described as "relief without labour," says Prof. Smart, acted as a "bounty on idleness and crime." When this type of relief was granted the applicants were merely required to give up a portion of their time during which they were expected to remain in a gravel-pit or some other enclosure; or they were directed to sit at a certain spot and do nothing! In other districts there was a system of "make up" allowances, by which the labourers' meagre wages were supplemented by Poor Law relief. At Old Swinford, for instance, "allowances of the family were 25s. a week." Under the "roadman" system of relief the parish sold pauper labour to the occupiers of property at a certain low price, and made up the difference between that sum and the scale allowance. Sometimes the pauper labour was sold to the farmers at auction, and a Northamptonshire case is quoted in which "a lot of ten men were knocked down to one of the farmers for five shillings." In another astonishing instance it is recorded that in 1821 the overseers had been in the habit of sharing out the pauper labourers amongst the farmers (including themselves), and of paying for the work done by them wholly out of the poor rates. Evidently they had no John Burns in those days to keep an eye on

the administration of the poor law. One result of all this is shown in another clause in the report of the 1832 Commission: At Boroash, in East Sussex, the surplus labourers were put up to auction and hired as low as 2d. and 3d. per day, the rest of their maintenance being made up by the parish. The consequence was that the farmers turned off their regular hands in order to hire by auction when they wanted them. "Parish employment" was another form of relief in those days. The "work" provided was generally on the roads, with the idea of inducing and enabling the paupers to find work for themselves. In many places, adds Prof. Smart, while the labour exacted was trifling, the parish pay equalled or exceeded the average wage of the district, and wives of the few independent labourers left were heard lamenting that their husbands were not paupers! If a man did not like his work, he would say: "I can have 12s. a week by going on the roads, and doing as little as I like." Without adequate supervision, this work turned into a farce; men who bestowed themselves a little were ridiculed. "You must have your 12s. a week or your 10s. a week, whether you work or not; I would not be such a fool as to work," etc.—and, under these circumstances, they did anything but work. A general expression of opinion was that, whatever their personal character might be, two years on the roads ruined the best of them.

LOCAL AND GENERAL.

SIXTY-FOUR Chinese were banished from Singapore during January.

THE gold exported from the F.M.S. during January amounted to 2,737 ounces.

DURING January Krian Estates produced 2,032 lbs and Segunt Estate 4,890 of rubber.

A MAN was awarded six months' hard labour at the Magistrate's Court this morning for returning from banishment.

COLONEL C. J. Long, Royal Artillery, of Colenso fame, has been selected for the reward for distinguished and meritorious service.

MR. YI HOAN-YONG, the Korean Premier, who was recently attacked and stabbed in Seoul, was able to leave the hospital on the 14th instant.

A STRITS Settlements, Sungai Ujong stamp, first issue, over-printed with crescent, star, and S.U. in oval, c. 2 brown, issued has fetched £3 in London.

THE rubber exports during January were as follows:—Perak 130,961 lbs., Selangor 525,814 lbs., and Negri Sembilan 11,958 lbs., making a total of 768,743 lbs. as against 345,593 lbs.

Two coolies were given three and four weeks' hard labour, respectively, with six hours' stocks thrown in, at the Magistrate's Court this morning for stealing a quantity of sugar from the Kowloon Godowns.

THE man C. J. Merchant, described as a money-changer, who was charged the other day, at the instance of A. Z. Cassamboy, his former partner, with falsifying a receipt, was this morning discharged by Mr. E. R. Hallifax, First Police Magistrate. Mr. M. R. Harris prosecuted and Mr. Eldon Potter, instructed by Mr. Wilson, of Messrs. Hastings and Hastings, defended.

A PEASANT named Novotni recently walked into the State Bank at Prague and peremptorily demanded the saving he had put in a week before. When the money was paid out, he counted it carefully, and then handed it back with the explanation that he only wanted to see if it was still there. Novotni was never a really taciturn man.

A Los Angeles despatch of 22nd ult. says:—A mixed quartette of babies—two boys and two girls—arrived last night at the home of Mr. and Mrs. W. W. Wilson in this city, making twelve children born to this couple in nine years. The Wilsons were married in Chicago twenty-five years ago. After their first child was born there was an interval of sixteen years. Then two girls arrived, followed two years later by triplets. Four years ago another set of triplets made their appearance. Only seven of the children are living, including the four ushered into the world last night.

A COMPLETE change of programme will be given at the Salon-Cinema Theatre to-night. The show continues to draw good houses in spite of the inclement weather. The artists—Misses Ada King, Ruby Crystal and Mr. Carl Wallner, the well-known comedian—appear with new songs and dances. To-morrow and Sunday afternoon matinee performances will be given, when children will be admitted half price. The public will be pleased to know that the management have secured a re-engagement of Miss Doris MacAuley. She leaves Manila for Hongkong in a few days' time and will probably appear at the Salon next week.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

A. Koehn Esq.	25s
A. M. Eschbayer Esq.	25
Gilman & Co.	25
Jebben & Co.	25
Holland China Trading Co.	25
Java China Japan Lijo.	25
Tai Shing Paper Manufacturing Co.	25
Fairall & Co.	25
Gibb Livingston & Co.	25
Linstead & Davies	25
Johnson, Stokes & Master	25
Leigh & Orange	25
A Friend	10
J. W. C. Bonner Esq.	5

INDUSTRIES OF HONGKONG.

THEIR RISE AND DEVELOPMENT.
(Specially Written for the "Hongkong Telegraph.")

X.

THE VERMILION FACTORIES.

It is a curious fact that ever since Hongkong was established as a British Colony, the industry of vermilion making has made a home for itself on the island. The reason for this is perhaps not far to seek, for the fact is notorious that any prosperous industry such as this has to suffer heavy penalties in the direction of taxes when carried on in Canton or in any of the other densely populated cities of the Two Kwang. It was not to be wondered at, therefore, that the vermilion makers of Kwangtung and Kwangsi who had already felt the brunt of officialdom should seek to transfer their businesses to the new Colony when the opportunity offered and they were assured of that liberty of trade action which is part and parcel of all who claim allegiance to the British flag.

To the residents of Hongkong in general it is not commonly known that this Colony now ranks as one of the biggest producers—if not the biggest—of vermilion. The manufacture of this pigment is amongst the foremost of the Colony's industries, although, owing to the scattered nature of its factories, the ordinary observer would be slow to suspect as much.

As a matter of fact, there are some hundred or so of vermilion making places to be found on the island of Hongkong and its hinterland of Kowloon, especially in the Yau-mati district, and these absorb to a great extent the heavy imports that are annually taken from the famous Broken Hill Mines in Australia.

Before being sent up to Hongkong, the mercury-bearing ore is crushed and pulverised and it is therefore in a position to compete as regards preparedness with the similar products that China itself and Japan can offer. Hongkong may be said to have only one competitor in the production of vermilion and that is Holland, where, however, the process of manufacture is entirely different.

Vermilion is a brilliant scarlet pigment composed of the sulphide of mercury. To a small extent it is obtained direct from pure and bright coloured portions of the native ore cinnabar; but it is chiefly an artificial preparation. The process of manufacture consists in making an intimate mixture of mercury with about one-sixth of its weight in sulphur, and these, under the influence of a gentle heat, combine to form a black sulphide of mercury called "althip" mineral. In successive portions, pieces of this composition are thrown into telluric pots, the lower parts of which are kept at a red heat and the mass so deposited, after a coating of artificial cinnabar on the iron covers and over the upper parts of the pots themselves. At the end of the subliming process the pots are broken; the deposit of artificial cinnabar is scraped off, ground in a mill, levigated, and when dry it is ready for use as vermilion.

The pigment is also prepared by the wet method and it is said that Chinese vermilion owes its superiority to being prepared in this way. In addition to its brilliancy, vermilion is a pigment of great intensity and durability, remaining unaffected by acid fumes. Being costly, it is much subject to adulteration but the fraudulent additions may easily be detected by chemical tests, volatilisation in the case of pure vermilion leaving no residue.

The artificial preparation of vermilion is highly valued as the most brilliant, stable, and innocuous of all mineral red pigments. Vermilion is produced from black sulphide of mercury in two ways, first by sublimation, and second by treatment in an alkaline solution. Two parts of mercury are mixed with 38 parts flowers of sulphur, and the mixture is digested with constant agitation in a potash solution until the preparation has come up to its maximum of fire and brilliancy, which takes a good many hours.

The Chinese employ only the wet treatment in making vermilion, and there is no doubt that Chinese vermilion as exported from Hongkong is more highly valued than any that emanates from the Continent of Europe.

To the unaccustomed eye, the methods of preparation followed by the Hongkong manufacturers might appear crude and primitive, but as it happens the Chinese were making artificial cinnabar long before Europe had become a civilised country; and to this day there are trade secrets in the vermilion industry which no European yet has been able to fathom.

Even if one can penetrate the recesses of a Chinese vermilion factory in Mongkok or at Shaikwan, one will still be left reflecting that there is something in the manufacture which has been left unexplained.

In Holland the preparation is almost wholly done by machinery, whereas here in Hongkong, everything is accomplished by manual labour. Some of the granite mill-stones between which the pulverised ore is ground to the fineness of flour might almost be described as pre-historic. There is one man to each mill and he is a strenuous task. As the mixture is ground, the liquid solution that accompanies the process is constantly added to and the precipitate comes out of the drying coppers a pure red colour.

Perhaps it is owing to the value of the product that the Chinese are so secretive regarding their methods of manufacture, but one ceases to wonder about the care they exercise when one witnesses the extreme exactitude that is observed as the finished material is weighed out in minute scales and packed up into microscopic parcels, ready for export, unravelling all the vermiculons, which the best brains of European chemistry can produce.

THE Nippon Yusen Kaisha, which recently sold six of its older steamers, has now disposed of four others, which have been bought by Mr. Harada, Jiro, of Osaka. The steamers now sold are the *Ryofun-maru*, *Nisun-maru*, *Kogakima-maru*, and *Fuchikimaru*.

A SOLICITOR'S HUMOUR.

AT THE SUMMARY COURT.

Before Mr. Justice Gompertz, Tinsie Judge, at the Summary Court this morning, Messrs. Sumner and Berblinger brought an action against C. Ricou to recover the sum of \$322 for goods sold and delivered. Mr. M. J. D. Stephens appeared for the plaintiff and Mr. P. W. Goldring represented the defendant.

Mr. Stephens—The claim is for goods sold and delivered. The defendant has not chosen to take notice of repeated applications by the plaintiff. My friend, I understand, wants an adjournment.

His Lordship—The usual practice is to adjourn the case for one week. If your Lordship thinks that I have nothing more to say, if my friend is not prepared to go on, I will go on.

His Lordship—But the case must be adjourned?—As far as I can make out, it will be added to the bill (Laughter).

Mr. Goldring—In justice to my client, I may say it was impossible for him to appear.

Mr. Stephens—He came for the Races right enough and had to be served on board the boat (Laughter).

The case was adjourned for a week.

RUBBER IN TROPICAL ASIA.

Mr. John C. Willis, Director of the Royal Botanic Gardens, Ceylon, has an interesting account of the early stages of Asiatic rubber-growing in a recent issue of the India Rubber World.

The history of rubber culture in tropical Asia, he says, dates from 1875, when the authorities at Kew succeeded in convincing the Government of India that there were indications of a shortage in rubber supply, as there had been in regard to cinchona about 15 years earlier, and that it would be wise to get the rubber plants of South America established elsewhere. An expedition was sent, at the expense of the Indian Government, to the valley of the Amazon, and succeeded in collecting, among other things, seeds of the so-called Para rubber, *Hevea Brasiliensis*. These were grown at Kew, and in 1876 the young plants resulting were sent to the East in Wardian cases in charge of a special gardener. The bulk of the plants came to Ceylon, it having been decided that India had no botanical garden in a suitable climate but a few went to Singapore and elsewhere.

A special branch botanical garden was opened in Ceylon, at Henaragoda, near Colombo, to receive the rubber trees, and 50 were planted there, the remaining 30 being planted at the chief garden of Peradeniya near Kandy, at an elevation of 1,600 feet above the sea, which has on the whole shown itself to be rather too great a height for rapid growth. About 1881 and 1882 the plants began to flower, and a few seeds (and cuttings) were distributed, at first to other botanical gardens, and then to planters in the island who had expressed willingness to try the new cultivation. It is from these seeds or cuttings that the few old trees on such estates as Culloden in Ceylon have sprung.

As an indication of how rapidly the new industry is growing the figures of export from Ceylon may be quoted:

1901	66 cwt.
1902	189 "
1903	389 "
1904	676 "
1905	1,401 "
1906	3,705 "
1907	7,693 "

MALAYA BETTER THAN CEYLON.

To turn now to other countries in the east, the one which has shown itself to be on the whole the most favourable of all is the Federated Malay States, a British protectorate lying north of Singapore. The growth of rubber there has been decidedly better than in Ceylon and at the same time coffee, the only other planting industry of importance, has been lately in a very unprosperous condition. The country, unlike Ceylon or Java, has vast areas of undeveloped forest land which is of all others the best suited for rubber. Under these favouring circumstances the industry has progressed very rapidly and the Malay States are by far the largest exporting country. Not only so, but capital has been more readily forthcoming for rubber enterprises.

Java is handicapped like Ceylon by very large existing industries, which take up most of the available land, but on the other hand has a great advantage in unlimited and very cheap labour, while the trees grow very well indeed, and there are not wanting indications that Java will some day be an important producer of rubber.

Sumatra and Borneo are also being taken up as rubber countries, especially the former and other far eastern islands will probably be employed sooner or later.

PLANTING IN INDIA.

To turn to India, experiments with *Hevea* in the north have failed, but a considerable area is now planted with this tree in the southern part of the Madras presidency. Growth is apparently slower than in Ceylon, but there are great advantages in regard to plentiful and cheap labour.

At the time of this writing, it is probable that about 400,000 acres in tropical Asia are planted with *Hevea Brasiliensis*. This means, in the course of the next seven or eight years, a production of about 40,000 to 50,000 tons of clean rubber, or a good deal more than half of the world's present total production. Add to this the fact that during the present boom rubber companies are being floated almost daily, that tropical America and Africa have a fair amount of rubber planted, that it is improbable that the wild rubber of South America will be driven off the market for a long time to come, and that there are also considerable areas planted in other kinds of rubber, and it is evident that it will not be very many years before rubber is cheap and new uses for it may begin to arise freely.

THE MONEY-LENDER AGAIN.

RICH AT \$35 A MONTH.

Before Mr. Justice Gompertz, Tinsie Judge, at the Summary Court this morning, Prem Singh sued H. F. Teisl for \$96, being amount due under a promissory note. Mr. J. H. Gardiner appeared for the plaintiff while the defendant appeared in person.

His Lordship (To the defendant)—What are you?—A clerk.

What do you get?—\$35 a month.

Are you married?—No.

Have you a father and mother?—No.

Have you any private means of your own?—No.

The money must be paid. Do you want to pay it by instalments?—Yes.

How much can you pay a month?—Five dollars.

His Lordship made an order for \$5 a month, the first instalment to be due on the 1st of March.

Mr. Gardiner—Will your Lordship make an order for \$1 a day?

His Lordship—No. The defendant says that he draws \$35 a month and that he will only be able to pay \$5 a month. He was able to sign a promissory note for over a hundred dollars. Probably he made representations that he was a rich man and was thus able to obtain the money.

A rich man?—Well, not exactly a rich man but drawing \$100 or \$200 a month.

For the present, unless any misrepresentation on defendant's part can be proved, I can only give you \$5 a month. I can give you leave to apply—I ask for leave to apply.

The application was granted.

Mr. Gardiner—Will your Lordship ask the defendant to send the money direct to my office. It is a small sum and I can give him receipts for the amounts. It will save a lot of trouble to the Treasury and myself.

His Lordship concurred.

PRISONER SUE.

AT THE SUMMARY COURT.

Before Mr. Justice Gompertz, Tinsie Judge, at the Summary Court this morning, Mr. Wilson, of Messrs. Hastings and Hastings, mentioned a case in which Messrs. H. Rutledge and Son sued C. J. Merchant to recover the sum of \$245.

Mr. Wilson—I ask for an adjournment, as the defendant is in prison.

His Lordship—Won't it be possible for you to see him?—Oh yes, but it will be more convenient if an adjournment is granted. The man is at present charged with forgery and the case comes on to-day.

His Lordship (To Mr. Rutledge)—What do you say?—My Lord, I can't say what defendant is going to do. He might leave the Colony. There is no doubt about that.

His Lordship—I adjourn the case for a week.

Plaintiff—Thank you, my Lord.

A RAILWAY DISASTER.

GREAT LOSS OF LIFE.

Sinyinchon, Feb. 9.

Writing from Sinyinchon on 9th inst., the *N. C. D. News* correspondent reports:—A terrible accident happened here a few days ago at a small station, Lichiatai, fifteen miles to the south on the Hankow-Peking Railway. It has been difficult to get any reliable information about it, as I have had no chance to interview eye-witnesses, but the following will give you the main facts.

Several cars of a south-bound freight train became detached while running up quite a steep grade near Lichiatai. As the people on those cars evidently knew nothing about putting on the brakes, they very soon started on a backward run. Now it so happened that another south-bound freight train also left Sinyinchon about this time, and the result was a fatal collision between this train and the runaway cars. The engine of the former was telegraphed into the latter. Some say that ten, others that seventeen persons were killed and a great many wounded. Among the dead were several soldiers and a military official. Some of them were so mutilated that they could not be identified, and the head of one body could not be found.

The reason for this great loss of life is that when goods are shipped, the owner, or some one in his place, must buy a ticket and "pay" "sit on" the shipment to its destination, as the railroad assumes no responsibility whatever. Every freight train consequently carries scores of passengers beside the freight.

A PATHETIC fatality occurred at Kincaid Station, New South Wales, when Charles Russell, son of Frederick Street, Government appraiser at the land office, Forbes, met his death. He was conveying the news to Mr. S. Waite of the death of his father-in-law, and when within 150 yards of Waite's house was struck dead by lightning which also killed the horse he was riding. Deceased had volunteered to take the news to Mr. Waite. Truly an errand of death.

THE directors of the Straits Settlements (Bartam) Rubber Company, Limited, have decided to submit to the shareholders, the question of dividing the capital into shares of 2s. each, and a meeting was called for February 1, for that purpose. It is also proposed to take authority to increase the capital to £200,000. There is ample working capital available for the requirements of the present cultivated area, but the directors, in view of the large acreage available, consider it would be well to continue to gradually extend the area under rubber, thereby further increasing the value of the property. Such new capital would be offered, when required, to the shareholders pro rata.

SMOKING OPIUM.

ITS PREPARATION.

Annexed to the report of Mr. Frank Brown, Government Analyst, on "Opium: its nature, composition, preparations and methods of consumption," which was printed in our last issue, is an appendix on the preparation of smoking opium. This is what Mr. Brown writes:—

The manufacture is commenced by placing three balls of opium deprived of their outer coverings of leaves in a shallow circular copper pan. Water is added and the mixture is heated over an open charcoal fire set in brick-work. There are a large number of such fires as the capacity of the factory visited on November 12, 1908, was the daily conversion of three chests of Bengal opium, each containing one picul or 233½ pounds, into the finished extract. Each ball weighs about four pounds. It will now be understood that three chests are divided upon amongst a number of pans and a description of the further operations may be continued. After simmering for about an hour, stirring being effected by means of a copper spade, the liquid begins to adhere to the bottom of the pan, at which point the operator takes out a small batch-shaped wooden stirrer which he uses continuously and vigorously until an elastic doughy mass of opium is left in the pan. The operation to this stage has taken about two hours. The pan is removed from the fire and the contents are kneaded and beaten with a brass bowl for a few minutes, after which the mass is spread evenly over the pan. Now comes a peculiar roasting process, which is very important and is very carefully done. The pan with the adhering opium is inverted over the fire, which has been covered with a thin layer of ashes. After about a minute, the worker is enabled to peel off a thin layer of opium, which is further dried on a gridiron so that both sides may be heated. The very brittle layer (resembling dark coloured ginger nut crackers) is then put into a larger copper pan for the next treatment. About 12 layers are taken in this way from each batch of opium, the peeling off of each being surprisingly easy. In this

TOASTING PROCESS.

the heat applied to the surface of the opium as determined by a thermometer, was not above 100°C. The layers in larger pan are broken up, water is poured in and left to sit till the next morning. A bunch of *long sam* (lamp wick, the pith of some plant) is carefully inserted into the mass, so as to act both as a syphon and as a strainer. A clear dark coloured liquid drains off and is filtered through *chi mui* or bamboo paper. The pan is tilted until only an insoluble residue remains. To this residue is added boiling water and the liquid is then filtered through *chi mui* covered with a piece of calico to act as a strainer. The water used is the wash water of the previous day obtained as shown later on. Hot water is then put into the pan to clean it, and this liquid is used to wash the filters. These two washings together with the original filtrate obtained by means of the *long sam* are put into the larger shallow pans and are rapidly boiled down over charcoal fires set in brickwork. Another washing of the residue with plain water containing no opium is performed, and this wash water is put into a very large copper receiver and is gradually boiled down separately in several pans. When concentrated fairly low, this last washing is put into the smaller shallow pans and allowed to cool and settle, after which the clear liquid is poured off into the pans containing the filtrates enumerated above and which are being boiled down. There is still a little opium left in the residues on the filters, so another washing with plain water is given and this is used for the next day's wash purposes.

THE RESIDUES.

are then dried and sold to persons who extract yet a little more opium. The opium extract so resulting from these solid residues is known as *ching ko* and is bought by the Opium Farmer for making dross opium extract. This *ching ko* contains no morphine. When the filtrates have been boiled down sufficiently and while still of the consistency of a thin liquid, they are filtered through *chi mui* and the filtrate is then boiled down to the required concentration. Any scum that may have a tendency to creep over the side of the pan is kept down by means of a goose feather, and water is sprinkled on the interior of the pan from time to time to prevent the formation of any dry crust. The pans are fenced from start to finish to assist evaporation, and boiling is maintained as vigorously as it can be without causing the liquid to boil over. When judged to be of the proper consistency the pans are removed from the fire and the opium extract is stirred and fanned with great vigour till cold. It is then weighed and sent to the Opium Farmer, who, as prepared opium, smoking opium, opium extract or *ching ko*. This smoking opium is a black treacly substance, having a fragrant opium-like odour characteristic of a good preparation from good ingredients.

Throughout the process nothing whatever is lost.

THE OPIUM COVERINGS.

that contain opium are put on one side and are twice boiled out with water, and the liquid so resulting is used to soak the opium at the commencement of the first operation. Afterwards a third extraction is made and this water is used for the preparation of dross opium extract.

DROSS OPIUM EXTRACT. This is prepared by taking 13 parts of opium dross or residues from the smoking of *ching ko*, 14 parts of *chiao* or residue from the smoking of dross opium extract, and a parts of *ching ko*. The last substance and the dross opium are put into boiling water in large shallow pans, and the *chiao* is put into boiling water in larger pans of cylindrical shape. The solutions are filtered after boiling, and the filtrates are evaporated in the shallow pans, the residues are boiled up twice more, and their filtrates are evaporated as before, and when of the proper consistency are allowed to cool in the same manner as was seen in the preparation of *ching ko*. The long boiling seemed to get rid of certain impurities as the odour at the end was considerably lessened and improved. Dross opium extract is a fairly hard dark brown solid having a less pronounced odour than the ordinary extract. When next cut into the pieces which are sold again under a pan of hot charcoal, stamped in divisions, and each stamped portion is then cut off and put into a pot for sale.

For all the operations, the greatest cleanliness was observed, and all the utensils were kept scrupulously clean. All the coolies seemed most industrious and were as healthy looking and cheerful a set of workmen as has been observed in any Hongkong industry.

NIPPON YUSEN KAISHA.

PROPOSED INCREASE OF CAPITAL.

The *Hochi* observes that the Bank of Japan has doubled its capital, increasing it to ¥50,000,000, while the Tokyo Electric Light Company has in contemplation a proposal to increase its capital to ¥50,000,000. In view of these facts, a suggestion has been made by a section of the shareholders of the Nippon Yusen Kaisha to increase the capital of the latter company. It is admitted that there is no room for an extension of the company's business at the present time in view of depression in the shipping business throughout the world, but the shareholders making the proposal maintain that the reserves of the company have accumulated to the enormous sum of about ¥20,000,000, and while this may be regarded as having strengthened the foundation of the company, it is not expedient for a company which receives a Government subsidy to hold a large amount of reserve fund, almost equal to the capital, and to continue to pay a dividend at the rate of 10 or 12 per cent. per annum. Such a position is liable to create misunderstanding on the part of the Government and the public. It is doubtful whether competition in the shipping business throughout the world will permit the company to maintain its present high rate of dividend, and it is high time for the company to increase its capital, using a portion of the reserve at the payment for the new shares and reducing the dividend to a proper rate. This will protect the interests of the company and the shareholders. The company was formed in 1885, continues the *Hochi*, with a capital of ¥10,000,000, which was reduced to ¥8,000,000 in 1890 in consequence of trade depression. On the opening of the European service after the Japan-China war the capital was increased to ¥20,000,000, its present figure. A proposal was made to increase the capital during the business boom after the Russo-Japanese War, but the Mitsui Bishi, the largest shareholders, opposed the proposal, which had also the disapproval of the authorities of the Imperial Household, which is a large shareholder, and the proposal had to be dropped. At one time the Nippon Yusen Kaisha, with a capital of ¥20,000,000, was the largest concern in Japan, next to the Nippon Railway Company and the Bank of Japan, but the company will soon be left far behind. The Tokyo Electric Tramway Company commands a capital of ¥50,000,000, and the Tokyo Electric Light Company is about to increase its capital to ¥50,000,000, while the Specie Bank and the Tokyo Gas Company have also in contemplation a proposal to increase their capital. In these circumstances it is only natural for the Nippon Yusen Kaisha to double its capital, making it ¥40,000,000. It is maintained by those shareholders who are in favour of the increase that the proposal can be carried out quite easily, without calling upon the shareholders to pay a penny at the reserve fund can be utilised for the purpose.—*Japan Chronicle*.

TRADE-MARK DISPUTE.

DECISION IN FAVOUR OF FOREIGN PETITIONERS.

Decision was delivered by the Patent Bureau on the 4th instant in a petition filed on behalf of Messrs. Carlowitz and Co., Kobe, represented by Mr. Ota, barrister and patent agent, of Kobe, and Mr. Yamamura, patent agent, of Osaka, against Mr. Harumoto Nara, a merchant, of Kogawa-machi, Osaka, represented by Mr. Sugawara, barrister and patent agent, of Osaka, and Messrs. Okada and Ota, patent agents of Tokyo. The petition was for the invalidation of the registration of the trade-mark No. 22,356 held by respondent. The decision is in favour of petitioner and the registration of the trade-mark in question has been declared invalid. The trade-mark was used for soaps. The full text of the decision is to hand. The petitioner demanded that the registration of the trade-mark be declared invalid according to Article 10 of the Trade Mark Law, as it fell under the category of No. 3 of Article 2 of the same law. It was stated that a trade-mark consisting of the Chinese characters "Rei Wa," and used by respondent for his commercial soaps, was registered on October 6th, 1904, the application being made for registration on August 16th of the same year. The trade-mark in question was identical in all respects to the "Rei Wa" widely used for many years as another trade-name by Carlowitz and Co., No. 82, Kyomachi, Kobe. Prior to August 16th, 1904, when the application was made by respondent for the registration of his trade-mark, Carlowitz and Co. was selling and buying soap and other articles in Japan and China under the trade-name of "Rei Wa." In the case of soaps sold by the firm the characters "Rei Wa" were impressed on the goods themselves, and soaps impressed with these characters had a good reputation as manufactures of the Rei-wa Yoko, another trade-name of petitioner's firm. Respondent thus registered the trade-name of another as his own trade-mark, in pressed it on his goods, and was selling the latter as the manufactures of the Rei-wa Yoko, with the result that the public was deceived into believing that soaps of inferior quality were made by the petitioner's firm. In this way the trade-mark in question fell under the category of No. 3 of Article 2 of the Trade Mark Law.

In defence respondent maintained that petitioner had no interest whatever in the trade-mark in question, so that he was not qualified to bring the action. Trade-marks which fell under No. 3 of Article 2 of the Trade Mark Law must be such as were calculated to deceive the public. The trade-mark in this case was not calculated to deceive. The mark should be ruled by the Trade Mark Law and the trade-name by the Commercial Code, as they were two independent things. If the trade-mark in question was identical with the trade-name of a foreign firm, it came under the category of No. 3 of Article 2 of the Trade Mark Law, but the trade-mark used by petitioner in this case was not "Rei Wa," but "Rei-wa Yoko."

The Patent Bureau upheld the contention of petitioner and decided the case in his favour, as stated.

ALLEGED FORGERY OF A BANK-NOTE.

CASE COMMITTED FOR TRIAL.

Before Mr. J. R. Wood, Second Police Magistrate, this morning, Wong Han, a well-dressed Chinaman, of 417, Queen's Road West, was charged with the alleged forgery of a Hongkong and Shanghai Banknote of five-dollar denomination. Detective-Sergeant T. Murphy prosecuted and Mr. W. E. L. Shenton, of Messrs. Denoon, Looker and Denoon, appeared for the defendant. It appears that the defendant was arrested in the compound of the Central Police Station on the 21st instant for some alleged offence which, curiously enough, had nothing to do with the present case. By a mere accident, Detective Murphy discovered the false note on the suspect's person and promptly took him in charge. This morning, he appeared at the Magistrate's court and after evidence had been taken, he was committed for trial at the next Criminal Sessions, bail being allowed in the sum of \$150.

HALLEY'S COMET.

WILL BE VISIBLE SOON.

Twenty-two pages of interesting data concerning Halley's and other comets in general have been published by Father George M. Zwack, the secretary of the weather bureau at Manila.

The comet will be visible to the naked eye in Manila in March. Father Zwack introduces his subject with an explanation of the absolute harmlessness of comets and points out that fear of them is the result either of ignorance or superstition, or both.

From the succeeding pages the following data is culled:

The number of comets that visit our solar system is much larger than is ordinarily supposed. Prior to the invention of the telescope in the beginning of the 17th century only those have been noticed which obtained a brightness of at least a star of the 6th magnitude. Hence we find only about 400 comets recorded from the earliest times down to the year 1600. Since then some 300 more have been discovered.

The closest approach of a comet to the earth was probably that of Lexell's in 1770 which came within 1,550,000 miles of the earth.

Comets are exceedingly large but, considering their bulk, also exceedingly flimsy creatures. The head of Encke's comet has a diameter of 300,000 miles when it first becomes visible at a distance of 130 million miles and Encke's comet is by no means a large one.

Comets' tails are rarely less than 10,000,000 miles long. The tail of the comet of 1812 was 100,000,000 miles long and 100,000 miles in diameter near the head. The earth is only 8,000 miles in diameter.

Comets are believed to consist of a huge swarm of meteors from 100 to 8,000 miles in diameter. Comets as a whole are not luminous by incandescence, but their light depends in some manner on the sun.

As to the danger that might result if a comet struck the earth Father Zwack says: "If a comet actually strikes the sun it is not likely that the least harm will be done. . . . There might and very likely would be a flash of some kind at the solar surface, as the shower of cometary particles struck it, but probably nothing that the astronomer would not take delight in watching."

Halley's comet received its name in honour of the famous English astronomer Edmund Halley, 1656-1742.

Two English astronomers of the present time, Messrs. Cowell and Crommelin, have traced the history of Halley's comet as far back as the year 87 B.C. For every one of the 25 returns postulated by the period of the comet since that year they have found historical proof.

At its present return the comet was first discovered by Dr. Wolf, director of the astronomical observatory on the Konigsstuhl near Heidelberg, Germany.

At Manila Observatory the comet was first seen with the 19 inch equatorial on November 25, 1909.

SPORTS.

FOOTBALL LEAGUE.

SECOND DIVISION.

The fixtures for to-morrow in the second division are as follows:—

B. O. C. vs. 8th Company Royal Garrison Artillery, at the Military Ground, 4 p.m. Referee, Sapper Scriver.

83rd Company Royal Garrison Artillery vs. "B" Company Buffs, at the Parade Ground, 4 p.m. Referee: Quartermaster-Sergeant Barnfather.

D.O.C. vs. 87th CO. R.G.A.

The B. O. C. will be represented by the following in to-morrow's match against the above team:—K. Khan (Goal), A. Abbas, and W. N. Edwards (Backs), J. Chew, W. Wong and H. Goldenberg (Halfbacks), Y. Abbas, I. E. Chuan-yut, J. Jex, B. Musket and Heigh (Forwards).

LUSITANO-RECREATION CLUB.

FOOTBALL COMPETITION.

The final of the L.R.C. football competition will take place on Wednesday, 2nd March, between "C" team captained by P. Rex and "E" team by J. M. Britto, on Causeway Bay Ground. The members will be "At home" to their friends on the above date.

CRICKET.

C.C.C. vs. R.G.A.

The following is the C.C.C. team in their league match against the R.G.A. on Saturday, the 26th inst., on the Military Ground at 2 p.m. L. E. Lammet (Capt.), G. A. Hancock, L. A. Rose, W. H. Vivesash, J. D. Noring, R. A. Carrvalho, R. F. Lammet, H. W. Peterson, P. Curvitt, G. J. Higginbottom and R. Bass.

HONGKONG REGATTA.

The entries for the Hongkong Regatta closes to-morrow at 6 p.m. at the Victoria Regatta Club.

TRAVEL IN TIBET.

DR. EVEN HEDIN'S LAST LONG JOURNEY.

There has been issued a cheap reprint of the work by Dr. Hedin containing a full account of his last long and adventurous journey through unknown Tibet during 1906, 1907 and 1908. It is his personal narrative, most of the geographical and all the scientific results of which he obtained on a large store being kept for a separate work, the elaboration of which will occupy at least two years more. In its present cheap form, says the *Japan Herald*, the book will no doubt interest a large circle of readers. It was written under one great disadvantage and one great advantage; the former, that of hurry, I had to write the whole book in 107 days, Dr. Hedin says, during which many hours were taken up with work connected with the maps and illustrations and by an extensive correspondence with foreign publishers. The whole work has been hurried and the book from beginning to end is like a vessel which ventures out into the ocean of the world's tumult and of criticism with many leaks and cracks. The advantage was that it was poured forth, so to speak, while the author's mind was still full of the events he describes and while the thousands of hasty notes, sketches, etc. on which it was based, still possessed their full significance, for him.

INTERVIEW WITH TASHI LAMA.

The following is the author's description of his interview with the Tashi Lama, the second highest priest in the Tibetan hierarchy, at Tashi-Lampo:—We ascended through a labyrinth of gloomy lanes and dark narrow cloisters to the Labrang, where the Tashi Lama lives—the Vatican with its white facade, its large quaint windows and its solid balconies standing high above this town of temple buildings. Our conductor leads us into cold dark rooms up unusually steep staircases. The steps, in which the soles of the monks have worn deep hollows, are edged with iron and the iron bars of the balustrade are polished with innumerable hands. The steps are dark, and our friends were slow to mount slowly and cautiously. Then there is light and we are taken out on to a gallery, a roof, but only to plunge again into a maze of dark passages and flights of steps.

As they approach the sanctuary of the Tashi Lama, the conversation is carried on in lower, more subdued tones; one dares no longer speak loud; small groups of lamas stand in the corridors and passages, silent as statues, and look at me as I pass by. We enter not without feeling solemn, I make a deep bow at the door and two more before I stand before him. The Tashi Lama is sitting on a bench in a window recess and has in front of him, a small table with a tencup, a telescope and some printed sheets. He is dressed as simply as an ordinary monk, wears a cerise costume of the usual style, coat, waistcoat, vest and the long scarf, which is thrown over the shoulder and round the body like a toga, between its folds peeps out a yellow undervest with gold embroidery; both arms are bare and the head is uncovered. His complexion is fair, slightly inclining to yellow; he is somewhat below the middle height; he is well proportioned, looks healthy and is in his 25th year. In his small, soft, delicate hands, he holds a rosary of red beads. His short-cropped hair is black; there is scarcely any down on his upper lip; his lips are not thick and full like those of other Tibetans, but thin and gracefully formed, and his eyes are of a chestnut brown colour. Nodding kindly, he gives me both his hands and invites me to sit in an armchair beside him. With the Lama, Dr. Hedin had, through an interpreter, a very long and interesting conversation.

IMPRESSIONS.

The traveller gained the following impression of this man:—Wonderful, never-to-be-forgotten Tashi Lama! Never has any man made so deep and ineffaceable an impression on me. Not as a divinity in human form, but as a man who in goodness of heart, innocence and purity approaches as near as possible to perfection. I shall never forget his expression; it displayed unbounded kindness, humility and philanthropy; and I have never seen such a smile, a mouth so delicately formed, so noble a countenance. His smile never left him; he smiled like a sleeper dreaming of some thing beautiful and desirable and when ever our eyes met his smile grew broader, and he nodded kindly and amiably, as much as to say: "Trust in my friendship implicitly for my intentions are good towards all men. The incarnation of Amitabha! The earthly shell in which the soul of Amitabha lives on through time! Therefore, deity full of supernatural wisdom and omniscience. . . . Can he be Amitabha himself? This much is certain, that he is a very extraordinary man, a singular, unique and incomparable man. I told him that I thought myself fortunate to have seen him and that I should never forget the hours I had spent in his company. Henceforth, all the lamas treated me with greater respect and it was evident that very evening that the whole bazaar and all the town of Shigatse knew that I had spent three hours with the holy one. For my part I could hardly think of anything else but the Tashi Lama. I left the Labrang, his cloistered palace, intoxicated and bewitched by his personality. This one day was worth many many days in Tibet and I felt that I had now beheld what was most remarkable in the country, scarcely surpassed by the massive mountains with their snow-capped summits. . . . The last chapter but one of the book contains a short account of the great Trans-Himalayan range of which Dr. Hedin was the namer, and practically the discoverer. The comparison of it with the Himalayas may be briefly summed up thus:—Height of highest peaks less the mean up-thrust—Height of highest peaks less the culminating point (so far as known) Nien-chang-tang-la being only 23,000 feet as compared with the 29,000 of Mt. Everest. Height of passes considerably greater, ranging about 1,500 feet higher. General shape, more compact and massive; total volume, much greater, for the "accents" of the Trans-Himalayas begin from heights of 10,000 to 15,000 feet from the valley of the Tsang-po, while the Himalayas rise from a few hundred feet above sea-level. As a watershed, decidedly more important.

Today's Advertisements.

DIOCESAN SCHOOL & ORPHANAGE.

SCHOOL will RE-OPEN on TUESDAY, 1st March. Hongkong, 25th February, 1910. [209]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

SATURDAY,

the 5th March, 1910, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ica House Street, A LARGE ASSORTMENT OF JAPANESE CURIOS, Comprising:—

MAKUDZU VASES, BOWLS and PLATES, BRASS BUDDHAS and TEMPLE LANTERNS, KINKOSAN SATSUMA TEA and COFFEE SETS, VASES, BOWLS, SILVER and GOLD CLOISONNE VASES, BOWLS, IVORY CARVINGS, SILK-EMBROIDERED SCREENS, GOLD DAMASCENE WARE, KAGA TEA SETS, &c., &c. Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers. Hongkong, 25th February, 1910. [210]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 P.M. of the 1st March, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & CO., LIMITED, Agents. Hongkong, 25th February, 1910. [208]

THE YOKOHAMA SPECIE BANK.

PROPOSED INCREASE OF CAPITAL. A proposal has been made among the shareholders of the Yokohama Specie Bank to increase the capital of the bank to ¥48,000,000—double the existing capital of ¥24,000,000. The shareholders are, however, divided in opinion regarding the method of increase. The Tokyo shareholders seem to think it advisable to increase the capital even though the rate of dividend is reduced from 7 1/2 per cent. to 10 per cent. The Yokohama shareholders agree to the increase, but do not want the dividend reduced. The opinion in favour of an increase in the capital being fairly unanimous among the shareholders, the proposal is to be brought forward at the next regular half yearly meeting, to be held on the 10th proximo.

COTTON YARN.

REDUCING THE PRODUCTION. Owing to the high price of raw cotton all the spinning companies are showing a disposition to reduce the production of yarn, especially of the coarse yarns of 16's and below which require more raw cotton than the others, says the *Japan Chronicle*. On the other hand the activity in trade prevailing in India has markedly increased the demand for knitted goods, and orders have been coming in continually since the opening of the New Year. This has resulted in a corresponding increase in the demand for coarse yarns. The demand has also risen for the yarns for the weaving of cotton flannel, and the yarn market has notably improved of late, some qualities rising from ¥1. to ¥1.50. In the past few days about 4,000 bales have changed hands in Osaka. The export of yarn now remains quiet in consequence of the Chinese New Year holidays, while the stock of yarn in Shanghai is reported to exceed 20,000 bales. It is believed, however, that fresh orders will come in shortly from China, as Japanese yarn is still cheaper than Indian or other foreign yarns. The rates at which business was done last week for February delivery were ¥132 for 20's of the Goto and Settsu mills, ¥121.75 to ¥122 for 10's. ¥125.25 for ¥127 for 16's and ¥134 for 20's of the Kanagafuchi mill.

Events Coming.

Saturday, 26th February. Geo. P. Lammet, Auction sale of Furniture, at 4, Lockhart Terrace, (Kowloon) 11 a.m. Hughes and Hough, Auction sale of valuable Books etc., 11 a.m. China and Manila Steamship Company, Annual Meeting, at the Office of Shawan Tomes & Co., Noon. National Bank of China, Limited, Annual Meeting, at Noon. National Bank of China, Limited, Extraordinary General Meeting, 12.30 p.m. Hongkong Ice Company Limited, Annual Meeting, at the Office of the General Manager, 12.30 p.m. Geo. P. Lammet, Auction sale of Furniture, at 9, MacDonnell Road, 2.30 p.m. Cricket Matches: Football Matches; Happy Valley. Phoenix Club Smoking Concert, 9 p.m. Theatre Royal, Mignone de Beville "Bare Foot Dancer," 9.30 p.m.

Monday, 28th February. Geo. P. Lammet, Auction sale of Furniture, at 4, Lockhart Terrace, (Kowloon) 11 a.m.

Today's Advertisements.

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC," FROM TACOMA, VANCOUVER, YOKOHAMA, KOBE AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever. DODWELL & CO., LIMITED, Agents. Hongkong, 24th February, 1910. [111]

FROM EUROPE.

THE H. A. L. Steamship

"SPEZIA."

Captain Faas, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before T.O. DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 3rd prox., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 2nd prox., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever. HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 25th February, 1910. [207]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched at above on SATURDAY, the 5th March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 25th February, 1910. [127]

Hongkong, 10th January, 1910. [94]

SALON-CINEMA THEATRE,

WYNDHAM (FLOWER) STREET, OPPOSITE GENERAL POST OFFICE.

FIRST APPEARANCE IN HONGKONG

OF Mr. CARL WALLNER, Whistler and Comedian.

Miss ADA KING AND Miss RUBY CRYSTAL } IN THEIR NEW REPERTOIRE.

EXCELLENT FILMS. ORCHESTRA IN ATTENDANCE, DAILY CHANGE OF PROGRAMME, COMPLETE CHANGE TWICE A WEEK.

MONDAY and FRIDAY, DAILY TWO PERFORMANCES. First commences 6.30 half-price. Second commences 9.15.

MATINEES EVERY SATURDAY and SUNDAY 4 p.m. Half-price. Hongkong, 19th February, 1910. [80]

THIS POPULAR WHISKY

to be had from ALL WINE MERCHANTS and DEALERS.

Sole Agents—



H. PRICE & CO., LD., WINE MERCHANTS,

12, Queen's Road.

Telephone 155.

Hongkong, 25th February, 1910.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPRESS OF INDIA" SATURDAY, FEB. 26TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 25TH.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"MONTEAGLE" TUESDAY, MAY 24TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Government of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port \$45.

Via New York \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
L. W. ORRIDGE, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	Ob
SHANGHAI via SWATOW	"WAISHING"	SUNDAY, 27th Feb., Daylight.
TIENSIN via TSINGTAU	"CHIPSING"	MONDAY, 28th Feb., 4 P.M.
SHANGHAI	"KWONGSANG"	WEDNESDAY, 2nd Mar., 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 4th Mar., 4 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	TUESDAY, 8th Mar., Noon.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG"	WEDNESDAY, 9th Mar., Noon.
MANILA	"YUENSANG"	FRIDAY, 11th Mar., 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutsang*, *Namsang* and *Fookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dato, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.
General Managers.
Hongkong, 25th February, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To SAIL
SHANGHAI	"CHINHUA"	27th Feb., Noon.
MANILA	"TEAN"	1st Mar., 3 P.M.
CEBU & ILOILO	"SUNGKIANG"	1st Mar., 4 P.M.
SHANGHAI	"CHENAN"	3rd Mar., 4 P.M.
TIENSIN	"KUEICHOW"	3rd Mar., 4 P.M.
SHANGHAI	"LINAN"	6th Mar., Daylight.
MANILA	"TAMING"	8th Mar., 3 P.M.
SHANGHAI	"ANHUI"	10th Mar., 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	14th Mar., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chonan*, *Linan*, *Chinwa*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 25th February, 1910.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captain. For. Sailing Date.

LAIRO 9540 R. Rodger MANILA SATURDAY, 26th Feb., at Noon.

RUDI 3450 A. Fraser MANILA SATURDAY, 5th Mar., at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 19th February, 1910.

Shipping—Steamers.

THE "SHIRE" LINE OF STEAMERS,
LIMITED.

PASSENGER SERVICE TO LONDON, ROTTERDAM &
ANTWERP.

THE Steamer

"CARMARTHENSHIRE"

Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about 1st of March.

FARE TO LONDON £85

A Stewardess and fully qualified Doctor are carried.

For further particulars apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, 31st January, 1910.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA via SHANGHAI, MOJI, KOBE AND YOKO.	"FITZPATRICK" Capt. R. E. Hutchinson		FRIDAY, 4th March, at Noon.
TACOMA via MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	5,178	WEDNESDAY, 23rd March, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOOSHOW	"CHOSHUN MARU" Capt. T. Suruga	SUNDAY, 27th Feb., at Daylight.
TAMSIU via SWATOW & AMOY.	"DAIGI MARU" Capt. H. Murayama	TUESDAY, 1st Mar., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. T. Sugi	WEDNESDAY, 2nd Mar., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 2nd February, 1910.
T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"KAGA MARU" Capt. M. Hagino, Tons 7000 "ATSUTA MARU" Capt. W. Tomonaga, Tons 9000 "HIYACHI MARU" Capt. N. Mathieson, Tons 7000	WEDNESDAY, 2nd Mar., at Daylight. WEDNESDAY, 16th Mar., at Daylight. WEDNESDAY, 30th Mar., at Daylight.

VICTORIA, B.C., & SEATTLE

"TAMBA MARU" Capt. K. Sato, Tons 6500 { WEDNESDAY, 16th March From YOKOHAMA.

VICTORIA, B.C., & SEATTLE

"AWA MARU" Capt. S. Ishikawa, Tons 7000 { TUESDAY, 29th March, at Noon.

SYDNEY AND MELBOURNE

"KUMANO MARU" Capt. M. Winkler, Tons 6000 { FRIDAY, 18th March, at Noon.

VIAMANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE

"YAWATA MARU" Capt. T. Sekine, Tons 5000 { FRIDAY, 19th April, at Noon.

BOMBAY, VIA SINGAPORE AND COLOMBO

"BINGO MARU" Capt. G. C. Hurry, Tons 7000 { WEDNESDAY, 6th March.

SHANGHAI, MOJI AND KOBE

"TOSA MARU" Capt. Y. Nomura, Tons 6000 { TUESDAY, 1st March.

KOBE AND YOKOHAMA

"IYO MARU" Capt. T. Harrison, Tons 7000 { FRIDAY, 11th Mar., at Noon.

"KITANO MARU" Capt. H. Cope, Tons 9000 { THURSDAY, 17th March, at Noon.

NAGASAKI, KOBE AND YOKOHAMA

"YAWATA MARU" Capt. T. Sekine, Tons 5000 { WEDNESDAY, 16th Mar., at Noon.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

Through Passenger Tickets issued to the Principal Offices in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

Shipping—Steamers.

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
FOR MANILA, ANGAUR, YAP, FRIEDRICH WILHELMSHAFFEN, RABAU, SAMARAI, BRISBANE and SYDNEY.

THE Steamship

"FRINZ WALDEMAR,"
Captain F. Isacke, (ready to load on Thursday)

will leave for the above places TO-NIGHT, the 25th instant, at 9 P.M. instead of as previously notified.

For Freight or Passage, apply to
NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 25th February, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:
S.S. "PATHAN" On or about 28th Feb.

For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 2nd February, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Galling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched as above on WEDNESDAY, the 2nd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th February, 1910.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE,"
will be despatched for the above Ports on TUESDAY, the 8th March, 1910.

For Freight or Passage, apply to
ARNHOLD, KARBURG & CO.,
General Agents.

Hongkong, 31st January, 1910.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

(ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"

For further particulars apply to
P. A. LAPOQUE & CO.,
Agents at Hongkong,
No. 4 Queen's Building,
Telephone 950.

Hongkong, 28th January, 1910.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. M. S. CHOW.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officered by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4.

Meals, (Saturday excepted) \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHID ON S.S. CO., LD.,
No. 5 Queen's Road West.

Hongkong, 19th April, 1910.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA,"
Captain B. W. H. Snow, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 5th March, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Malwa*, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *India*, due in London on 15th April, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 19th February, 1910.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"JAPAN,"
Captain J. C. Offord, will be despatched for the above Ports TO-MORROW, the 25th February, at Noon.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 25th February, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE,"
Captain R. L. Daniel, R.N.R., will be despatched as above about 1st March.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 31st January, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VIA

VANCOUVER, B.C.,

Intimation.

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS.

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VEXES ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong

Club, Hongkong Hotel, Telegraph Office,

Messrs. A. S. Watson & Co., and other

leading Establishments in the Colony, to

whom reference can be made as to the

Superior Workmanship and Materials of the

Furniture, etc., supplied.

Messrs. A. S. Watson & Co., Ltd., write as

follows: "We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Appoint

ment to our Dispensary and gave us every satis

faction."

(Sd.) A. S. WATSON & Co.

15th May, 1891.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

HONGKONG 4th January 1891.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/10 1/2

Do. demand 1/10 1/2

Do. 4 months' sight 1/10 1/2

France—Bank T.T. 1/10 1/2

America—Bank T.T. 1/10 1/2

India T.T. 1/10 1/2

Do. demand 1/10 1/2

Shanghai—Bank T.T. 1/10 1/2

Singapore—Bank T.T. 1/10 1/2

Japan—Bank T.T. 1/10 1/2

Java—Bank T.T. 1/10 1/2

4 months' sight L/C 1/10 1/2

6 months' sight L/C 1/10 1/2

30 days' sight S. Francisco & New York 1/10 1/2

4 months' sight do. 1/10 1/2

30 days' sight Sydney & Melbourne 1/10 1/2

4 months' sight France 1/10 1/2

6 months' sight do. 1/10 1/2

4 months' sight Germany 1/10 1/2

Bar Silver 1/10 1/2

Bank of England rate 1/10 1/2

Sovereign 1/10 1/2

SHIPPING AND MAILES

MAILS DUE.

American (China) 1st prox.

French (Tonkin) 1st prox.

Canadian (Empire of Japan) 4th prox.

Indian (Kutch) 5th prox.

German (Prins Sigismund) 8th prox.

Indian (Lahore) 10th prox.

The Imperial German Mail s.s. *Coblenz*,

which left here on 28th ult. at 1 p.m., arrived

at Sydney on 29th inst. at 5 p.m.

The M. M. Co.'s s.s. *Tonkin* with the French

Mails of the 30th ult., and mails from London

of the 30th ult., will leave Saigon to-day at 5

p.m., and is expected to arrive here on 28th

inst., and will leave for Shanghai and Japan on

the same night.

THE WEATHER.

The following report is from Mr. F. G. Figg,

Director of the Hongkong Observatory:—

On the 25th at 12.25 p.m. The barometer

has risen considerably over E. Japan and the

Bonins, and fallen quickly over China and

Tongking.

A depression is moving Eastwards over the

Lower Yangtze, and a second depression is

shown over S.W. China and Tongking.

Pressure is highest over S. Japan.

Moderate variable winds may be expected

in the Formosa Channel and moderate S.E.

and S. winds along the northern shores of the

China Sea.

Hongkong Rainfall for the 24 hours ending

at 10 a.m. to-day, 2.06 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.E. and

S. winds, moderate, showery, foggy.

2.—Formosa Channel, Variable winds, mo

derate, foggy.

3.—South coast of China between Hongkong

and Lamoc, Same as No. 1.

4.—South coast of China between Hongkong

and Hainan, Same as No. 1.

Shipping.

Arrival.

Baogio, Br. s.s., 1,435, M. H. Guy, 24th Feb.

Singapore 18th Feb. Gen.—G. L. & Co.

Derwent, Br. s.s., 1,067, J. Jenkins, 24th Feb.

Singapore 20th Feb. Gen.—M. S. & Co.

Kamerie, Br. s.s., 4,006, J. Mathie, 24th Feb.

Shanghai 21st Feb. Gen.—D. & Co.

Hainan, Br. s.s., 1,367, J. W. Evans, 25th Feb.

Singapore 24th Feb. Gen.—D. L. & Co.

Siberia, Am. s.s., 5,055, A. Zender, 25th Feb.

San Francisco 25th Jan. Mails and Gen.

—P. M. S. S. Co.

Speria, Ger. s.s., 2,374, W. Faus, 25th Feb.

Hamburg 9th Jan. and Singapore 18th

Feb. Gen.—H. A. & Co.

Lighting, Br. s.s., 2,721, A. E. Gentile, 25th

Feb. Calcutta, Penang and Singapore

19th Feb. Gen. and Mails—D. S. & Co.

Hongkong, Br. s.s., 763, A. Cornelissen, 25th

Feb. Halphong 20th Feb. Gen.—A. R.

M.

Tairhoun, Chl. s.s., 1,216, Passmore, 25th Feb.

Canton 24th Feb. Gen.—C. M. S. N. Co.

Teau, Br. s.s., 1,346, A. W. Outerbridge, 25th

Feb. Manila 22nd Feb. Ballast—B. & S.

S. Flintshire, Br. s.s., 2,476, Gen. C. Candy, 25th

Feb. London and Singapore 17th Feb.

Gen.—J. V. & Co.

Clearances at the Harbour Office.

Hailan, for Swatow.

Takachi, for Shanghai.

Yamaguchi, for Manila.

Yokohama, for Canton.

Tungking, for Saigon.

Poland, for Foochow.

Jianchow, for Swatow.

Jianchow, for Canton.

Zafra, for Manila.

Chikawa, for Shanghai.

Chikawa, for Canton.

Speria, for Takao.

Flintshire, for Shanghai.

Tairhoun, for Tacoma.

Chow Tai, for Bangkok.

Hanoi, for Kwong-chow-wan.

Departures

Feb. 25.

Ariake Maru, for Moji.

Hakata Maru, for Nagasaki.

Prins Waldemar, for Manila.

Kochikawa, for Hainan.

Hailan, for Swatow.

King Alfred, 1st-class cruiser, for Singapore.

Uta, for Canton.

Tungking, for Saigon.

Yamaguchi, for Manila.

Gregory, for Japan.

Hanoi, for Haiphong.

Nishikawa, for Takao.

Takachi Maru, for Kobe.

Titan, for Victoria.

Passengers Arrivals.

Per Lightning, from Calcutta, &c.—Miss

Brookbank, Messrs. Gallan, Abdehlee Noor

dia and 417 Chinese.

Per Yaku, from Manila—Mr. and Mrs. Salab

R. 3 children, Messrs. Hadly, Lopez, Ramos,

Rosario, Mendez, and 2 Chinese.

Per Siberia, from San Francisco—Mr. and

Mrs. H. Davis, Mrs. J. D. Frederick, Messrs:

O. Hamilton, T. J. Howells, Misses B. M.

Howells, Mary Lewis, Mr. and Mrs. C. F.

Jackson, Miss E. Kearney, Mr. B. Mandell,

Miss K. McBurney, Mr. and Mrs. A. Newton,

and Miss Maria White. From Honolulu—

Mr. and Mrs. H. D. Farman. From Kobe—

Messrs. R. J. Tobia, C. F. Kapite and native

servants. From Manila—Mr. G. Andrews,

Miss Ida Bloom, Mr. D. S. Dady Burjor, Mrs.

L. E. Cotchett, Mrs. H. Caswell and native

servants. Miss Caswell, Mr. and Mrs. A. Clarke,

Master Clarke, Messrs. H. T. Christ, G. A.

Derby, Mr. J. P. Dum, Surg. H. W. Dunbar, Miss

V. Delino, Mr. G. H. Dunning, Mrs. C. W.

Eddy, Mr. L. Henzler, Mrs. C. W. Hillman Mr.

and Mrs. B. C. Howard, Miss S. Howard,

Messrs. H. Hulse, E. R. Hawley, J. R. Hawley,

J. R. Joyce, Mr. P. A. Jones and child, Mrs.

J. R. Joyce, Mr. P. A. Jones, Mrs. M. S.

Koch, Messrs. H. Lowmoke, R. Linsau, Mr.

and Mrs. R. R. Lawrence, R. J. Lous, Mrs. W.

W. Marguard and 2 sons, Mr. J. F. McDonald,

Mrs. W. E. Mosgrave and native servants,

Master Muirgrave, Mr. and Mrs. B. H. Macke,

Mrs. T. L. Maury, Mr. E. J. Martin, Mrs. R.

L. Olcott, Miss T. Olcott, Captain G. T. Pat

terson, U.S.A., Mr. L. T. Russell, Mr. and Mrs. J.

F. Russell and son, Mr. S. Schatzschneider,

Major D. Skerrett U.S.A., Mrs. A. Sani, Mr.

J. B. Sani, Mrs. S. Thompson, Messrs. M.

Tamura, F. Whitney, R. F. Watson, A. J.

Welch, Mrs. J. Weber and 238 Chinese.

Shipping Reports.

Str. Yachow, from Dalay:—Fresh N'y winds

and fine weather.

Str. Lightning, from Calcutta:—Fine with

light monsoon Port to Board.

Str. Derwent, from Saigon:—Strong N.E.

monsoon with high N'y sea.

Str. Hainan, from Swatow:—Moderate N.E.

wind sky overcast and hazy weather.

VESSELS IN PORT.

Steamers.

Borneo, Ger. s.s., 1,344, F. Sembill, 20th Feb.

Sandakan 15th Feb. Timber—M. & Co.

Choshun Maru, Jap. s.s., 1,110, Suruga, 24th

Feb. Swatow 23rd Feb. Gen.—O. S. K.

Dalya Maru, Jap. s.s., 1,350, Kobayashi, 22nd

Feb. Wakamatsu 17th Feb. Coal—

B. G. K.

Empress of India, Br. s.s., 3,032, E. Beotham,

5th Feb. Vancouver 13th Jan. Mails

and Gen.—O. P. R. Co.

Fausang, Br. s.s., 1,410, H. S. Malkin 23rd

Feb. Saigon 19th Feb. Rice and Paddy.

—J. M. & Co.

Fritthof, Nor. s.s., 891, O. Huderan, 8th Feb.

Kwang Yen 5th Feb. Gen.—A. R. M.

Fitzpatrick, Br. s.s., 2,838, R. E. Hutchinson

18th Feb. Tacoma via Japan ports, and

Jan. Flour, Mering and Gen.—O. S. K.

Clam, Br. s.s., 2,110, S. Bland, 22nd Feb.

Singapore 15th Feb. Petroleum in Bulk.

—A. P. & Co.

Haidir, Nor. s.s., 1,065, Selberg, 16th Feb.

Bangkok 8th Feb. General and Rice.

—Aagaard, Thoregen & Co.

Haddon Hall, Br. s.s., 2,677, Abram, 14th Feb.

Daly 9th Feb. Beans—Order.

Hio Sang, Br. s.s., 1,536, A. Smith, 23rd Feb.

Samarang 12th Feb. Sugar, J. M. & Co.

Japan, Br. s.s., 3,806, J. G. Ollivant, 20th Feb.

Moji 15th Feb. Gen.—D. S. & Co., Ltd.

Johanne, Ger. s.s., 952, M. Island, 24th Feb.

Saigon Paddy.—J. M. & Co.

Kachidate Maru, Jap. s.s., 3,432, Yamaguchi,

21st Feb. Moji 16th Feb. Coal—Ataka

& Co.

Kalgan, Br. s.s., 1,245, P. Mills, 23rd Feb.

Saigon 18th Feb. Gen.—B. & S.

Kasog, Br. s.s., 1,228, H. E. Lawers, 9th

Feb. Chikang 15th Feb. Gen.—B. & S.

Keongwah, Ger. s.s., 1,175, Kohler, 24th Feb.

Kochichang 17th Feb. Rice—B. & S.

Phum Penh, Br. s.s., 1,065, Jan H. Scott, 21st

Feb. Saigon 17th Feb. Rice &c.—Wo

Fat Sing.

Spir, Norw. s.s., 870, W. Horn, 24th Feb.

Saigon 18th Feb. Rice—Aagaard,

Thoregen & Co.

Samson, Ger. s.s., 998, R. Petersen, 22nd Feb.

Bangkok 15th Feb. Rice and Rose

Wood—B. & S.

Shensi, Br. s.s., 1,328, Eddy, 9th Feb. Saigon

4th Feb. Gen.—B. & S.

Telmachus, Br. s.s., 1,140, Edwards, 23rd Feb.

Saigon 8th Feb. Gen.—Wo Fat Sing.

Yawata Maru, Jap. s.s., 4,360, Sakuma, 1st

Feb. from Moji, Coal—Ataka & Co.

Zafra, Br. s.s., 1,618, R. Rodger, 21st Feb.

Manila 19th Feb. Hemp, Sugar and Gen.

—S. T. & Co.

Steamers Expected.

Vessel	From	Agents	Due
Tonkin	Saigon	M. M. Co.	Feb. 28
China	Japan	P. & O. Co.	Mar. 1
Sunda	Singapore	P. & O. Co.	Mar. 2
Emp. of Japan	Vancouver	C. F. R. Co.	Mar. 4
P. Sigismund	Calcutta	M. & Co.	Mar. 5
Katsang	Calcutta	M. & Co.	Mar. 5
Tacoma	Japan	O. S. K.	Mar. 6
Laisang	Singapore	J. M. & Co.	Mar. 10

Post Office.

Only fully prepaid letters and postcards

are transmissible by the Siberian Route to

Europe.

A Mail will close for—

Mail from Europe via Siberia—

Date of Despatch Date due in Vessel.

from London Hongkong 27th inst. Chienan

4th & 5th Feb. 27th inst.

A Mail will close for—

Mail

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000 \$50,000	\$2,001,810	Interim of £2 for account 1909 @ ex 1/8 = \$22.72	4 1/2 %	\$505 sellers London £90.10
National Bank of China, Limited	99,925	7	7	\$4,000 \$5,000	\$30,552	\$2 (London 3/6) for 1909 .....	...	\$73 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$24,181 \$202,70 \$121,000	none	\$10 for 1908	7 1/2 %	\$150 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 221,000 Tls. 225,253 Tls. 146,886 \$1,000,000	Tls. 207,573	Final of 7/6 making 15/- for 1908 .....	...	Tls. 113 buyers
Union Insurance Society of Canton Limited	12,400	\$250	\$100	\$90,000 \$192,248 \$102,248 \$682,601	\$2,464,907	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$940
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$294,405 \$190,264 \$1,000,000	\$77,617	\$12 and bonus \$3 for 1907	7 1/2 %	\$230 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	70,000	\$100	\$20	\$435,668 \$138,301	\$375,341	\$6 and bonus \$2 for 1907	7 1/2 %	\$118/- sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,431,173	\$368,711	\$27 for 1907	7 1/2 %	\$365 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000	\$1,038	\$1 for 1906 .....	...	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$200,871	NIL	24 for year ending 30.6.1908 .....	...	\$32 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd	80,000	\$15	\$15	\$217,000 \$103,545 \$19,100	\$20,766	Final of \$12 for account 1910	7 1/2 %	\$304 ex div. s.
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000 60,000	£5 £5	£5 £5	\$10,000 \$240,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/8 1/16 = \$3.154 .....	...	\$63 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$780,000	£68,827	3rd in. of 2/- per sh. (comp. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09 \$0.50 for year ending 10.4.1909	4 1/2 % 3 1/2 %	78/- buyers \$26 \$244
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$48,083	\$1,121	...	...	...
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$550,000 \$50,848	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$165 buyers
Luzon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$125,591 Tls. 6.02	\$3 for 1897 .....	...	\$30 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Dr. \$125,591 Tls. 6.02	Tls. 10 for year ending 31.3.09 .....	...	Tls. 505 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	Pa. 1	£195,000 £14,289	£148	Final of 1/6 making 3/- for 1909	7 1/2 %	Tls. 184 sellers Pa. 10 buyers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year .....	...	...
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,571	Dr. £2,191	No. 12 of 1/- = 48 cents .....	...	\$6
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$12,086	Dr. \$7,481	\$1.75 for year ending 31.12.08 .....	...	\$20
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$550,000 \$20,800 \$20,000 \$20,000 \$20,000 \$20,000	\$20,108	None .....	...	\$65 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$20,000	\$12,755	Interim of \$14 for account 1909 .....	...	\$65 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 6,000,000 Tls. 6,000,000	Tls. 6,261	Interim of Tls. 24 for 1910	6 1/2 %	Tls. 80 sellers
Shanghai and Hongkew Wharf Company, Limited	26,000	Tls. 100	Tls. 100	Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 1/2 %	Tls. 127 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	Tls. 25,000	Tls. 4,134	Tls. 6 for year ending 20.2.09	5 1/2 %	Tls. 103 sales
Central Stores, Limited	50,123	\$15	\$15	\$15,000	\$24,641	\$1.20 on old and 60 cents on first new issue. (Interim of \$2.40 on old and 40 cents on new shares for account 1909 .....	...	Tls. 106 buyers \$90 buyers \$70 new buyers \$68 sellers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	\$60,000 \$14,078	\$10,272	Interim of 3/- for account 1909	6 1/2 %	\$72 buyers \$68 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	\$1,000,000 \$25,045 \$25,850	\$5,471	45 cents for 1909	7 1/2 %	\$25 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	none	\$2,9	\$24 for 1909	5 1/2 %	\$25 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	Tls. 1,523,045 Tls. 300,000	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 127 s.
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	none	Tls. 14,958	Final of 1.80 for account 1909	6 1/2 %	\$24
West Point Building Company, Limited	12,500	\$50	\$50	none	...	...	...	...
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 350,000 Tls. 40,098	Tls. 10,992	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 131 buyers \$6 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	\$2,000,000 \$2,000,000	\$9,553	5/- cents for year ending 31.7.08 .....	...	...
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 74 for year ending 31.9.05 .....	...	Tls. 66 sellers
Laon-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	none	Tls. 4,829	Tls. 6 for 1909 .....	...	Tls. 75 sellers
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Tls. 25,172	Tls. 15,921	Tls. 50 for 1908 .....	...	Tls. 380
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,500	£648	15 % per share for 1908	10 1/2 %	\$20
China-Borneo Company, Limited	50,000	\$10	\$10	\$50,000	NIL	\$1.20 for 1908 .....	...	\$21 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$50,000	\$67,138	50 cents for year ended 28.2.06 .....	...	\$61
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000	\$8,407	80 cents for 1909	8 1/2 %	\$81 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$8	\$1,000,000 \$1,000,000	\$1,891	\$1.20 for year ending 31.7.09	8 1/2 %	\$17 b. & s.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$15,000	\$3,756	Interim of 35 cents for account 1909	10 1/2 %	\$71 sales
H. Price & Company, Limited	12,000	\$10	\$10	\$5,000	\$670	8 cents for year ending 31.12.08	8 1/2 %	\$22
Hongkong Electric Company, Limited	60,000	\$10	\$1	none	\$5105	\$1 and bonus 20 cts. for year ending 29.2.09	6 1/2 %	\$204 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$150,000	\$7616	Interim of \$2 for account 1909	10 1/2 %	\$175 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$20,700	\$8790	Final of \$1 making in all \$2 for 1909	8 1/2 %	\$241 sellers
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 53,924	Tls. 316,682	4th interim of Tls. 12/- for 1909 .....	...	Tls. 1,040 b.
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$1,204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 1/2 %	\$113 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	none	Pa. 18,540	None	3 1/2 %	\$130 sellers
Philippine Company, Limited	75,000	\$10	\$20	none	...	None .....	...	\$10 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 73,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 148 ss.
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$31,006	None	7 1/2 %	\$221 sellers
Steam Laundry Company, Limited	20,000	\$25	\$5	none	\$65	40 cents for year ending 31.5.09	7 1/2 %	\$41
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.08	3 1/2 %	\$10 sellers
United Asbestos Oriental Agency, Limited	107,000	\$10	\$5	\$50,000	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$121 buyers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$300,000 \$5,000	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$7 sellers
William Powell, Limited	15,000	\$7	\$7	none	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906 .....	...	\$3 sellers
RUBBERS.								
Allagar Rubber Estates	750,000	2/2	2/2	none	none	None	7 1/2 %	25/6
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/2	2/2	none	none	Interim of 6d. for account 1909 .....	...	...
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	\$7,400	\$11,105	45 % Interim for 1909 .....	...	\$145
Castledale Rubber Estate, Limited	33,650	£1	£1	none	none	2/6 for 1909 .....	...	95/-
Damansara (Selangor) Rubber Co.	110,000	£1	£1	none	£2,320	None .....	...	142/6
Golconda Malay Rubber Co.	80,000	£1	£1	none	none	None .....	...	100/-
Highland & Lowland Para. Rubber Co. (fully paid)	181,454	£1	£1	none	none	None .....	...	127/6
do. do. (contributory)	121,546	£1	£1	none	£8,784	7 1/2 % and interim for 1909 .....	...	nominal
Kamuning (Perak) Rubber Tin & Co.	950,000	2/2	2/2	none	none	None .....	...	9/-
do. do. A Shares	105,000	£1	£1	none	none	None .....	...	nominal
do. do. B Shares	105,000	£1	£1	none	none	None .....	...	165/-
Kuala Lumpur Rubber Co., Limited	180,000	£1	£1	none	£8,000	20 % for year ending 31.6.08 .....	...	46/-
Linggi Plantations, Limited (ordinary)	900,000	2/2	2/2	none	none	Interim of 40 % = 9d. for account 1909 .....	...	nominal
do. do. (7 1/2 % pref.)	10,000	£1	£1	none	none	None .....	...	96/-
Ledbury Rubber Estates, Limited	6,000	£1	£1	none	none	None .....	...	39/6
do. do. (contributory)	40,000	£1	£1	none	none	None .....	...	197/6
Sagga Rubber Company, Limited	20,000	£1	£1	\$20,000	\$1,275	Interim of 50 % for 1909 .....	...	\$20
Sandycroft Rubber Company	50,000	£1	£1	none	none	None .....	...	\$20
Selangor Rubber Company, Limited	80,000	£1	£1	none	£850	15 % for 1908 .....	...	\$175 buyers
Shaford Rubber Estate, Limited	65,000	£1	£1	none	none	None .....	...	\$20
Singapore & Johore Rubber Company, Limited	25,000	\$100	\$100	none	none	None .....	...	\$20
Sungei Choh Rubber Estate Company, Limited	45,000	£1	£1	none	none	None .....	...	\$20
Sungei Kapar Rubber Company	110,000	£1	£1	none	£3,448	7 1/2 % Interim for 1909	157/6

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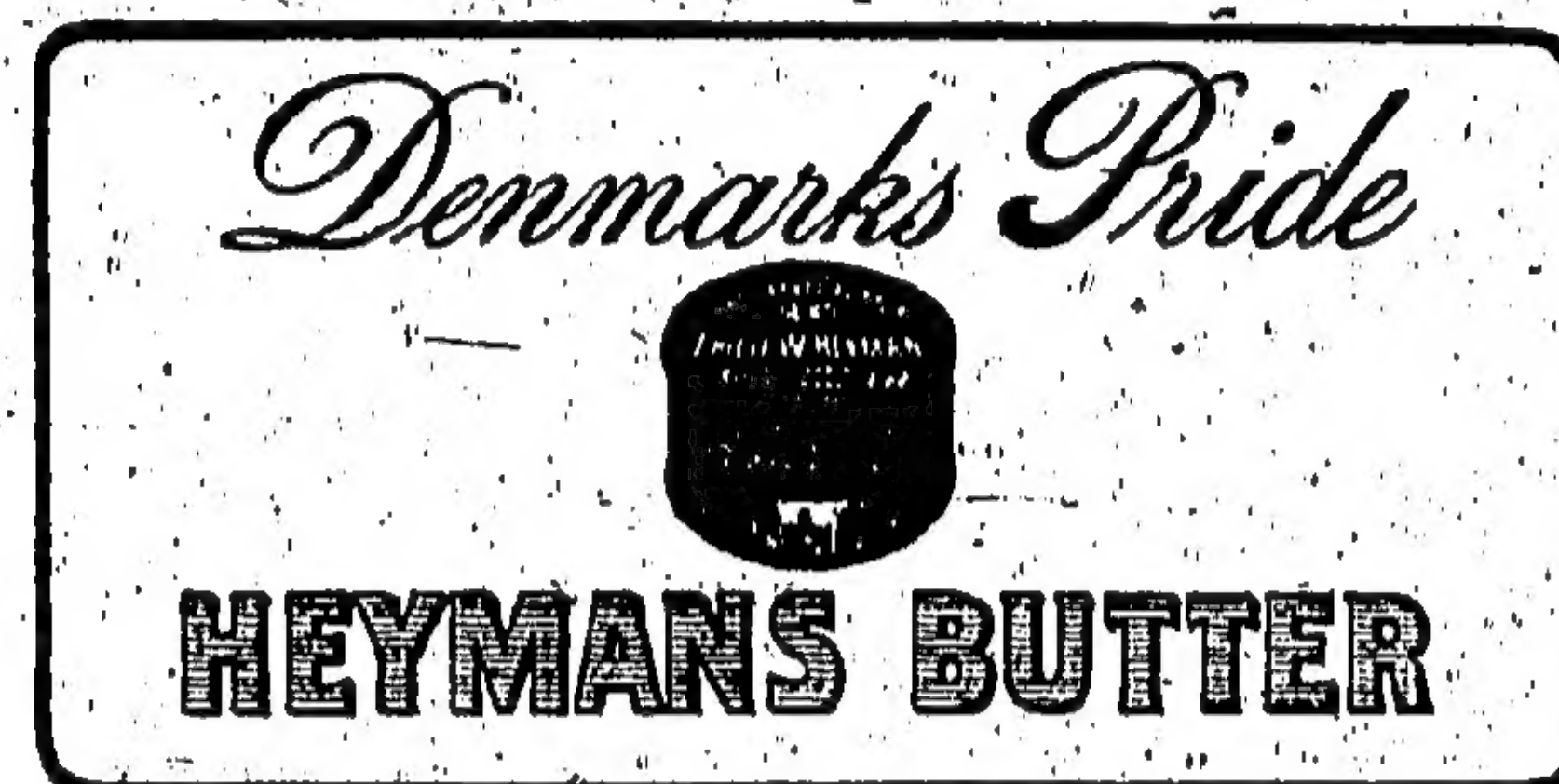
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